

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. AA-13

Magi No.

DOE ___yes ___no

1. Name (indicate preferred name)

historic DRUM POINT RAILROAD BED

and/or common DRUM POINT RAILROAD

2. Location

street & number _____ not for publication

city, town DAVIDSONVILLE _____ vicinity of _____ congressional district

state MARYLAND _____ county AA CO. _____

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
___ building(s)	___ private	<input checked="" type="checkbox"/> unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	___ entertainment	___ religious
___ object	___ in process	<input checked="" type="checkbox"/> yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	<input checked="" type="checkbox"/> transportation
	___ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name SEE SEPARATE LISTING WITH DEED NUMBERS INDIVIDUALS

street & number ST. GEORGE BARBER RD TO ROUTE 2 HARWOOD telephone no.:

city, town DAVIDSONVILLE state and zip code MD 21025

5. Location of Legal Description

courthouse, registry of deeds, etc. ANNE ARUNDEL COUNTY COURT HOUSE liber VARIOUS

street & number SOUTHSTREET folio VARIOUS

city, town ANNAPOLIS state MD

6. Representation in Existing Historical Surveys

title

date _____ federal _____ state _____ county _____ local

depository for survey records

city, town _____ state

7. Description

Survey No. AA-13

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE ATTACHED SHEETS #1 AND #2.

8. Significance

Survey No.

A-13

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

9. Major Bibliographical References

Survey No. AA-13

MARY L. CARTER DEED 2765-4
LEZLIE S CARTER DEED 4739-376
HOWARD SULLIVAN DEED 27-65-4
MAXWELL H COVINGTON JR 3164-442

CARLETON E SHEARER DEED 2059-298
CHARLES LEITCH DEED 3647-537
DEVELOPMENT OF KINGS RETREAT
MILTON HOPKINS DEED 3063-91

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

RAILROAD BED RUN PARALLEL WITH RUTLAND ROAD, DAVIDSONVILLE ROAD, CROSSES
DAVIDSONVILLE ROAD AT MT AIRY, RUNS PARALLEL AGAIN ON WEST SIDE ,
CROSSES CENTRAL AVENUE TO ROUTE 2.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title	DAVIDSONVILLE HISTORIC SURVEY TEAM
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organization	DAVIDSONVILLE AREA CIVIC ASSOCIATION	date	8/14/92
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street & number	985 ST. GEORGE BARBER ROAD	telephone	956-2986
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city or town	DAVIDSONVILLE	state	MD
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The Maryland Historic Sites Inventory was officially created by
an Act of the Maryland Legislature to be found in the Annotated
Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and
record purposes only and do not constitute any infringement of
individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

In 1868 the first survey for the Drum Point Railroad began at Millersville, Maryland and headed south toward the mouth of the Patuxent River, to Drum Point. The railroad was never completed. No track was ever laid. Although it was considered the "shortest practical route," the advent of the automobile and an economic downturn resulted in the venture going bankrupt in September, 1888. Some of the first roadbed that was prepared went through Davidsonville. No artifacts were observed in this survey. Since no track was ever laid, the only labor used was the initial survey and the building of the roadbed. Local farmers supplied labor and tools for the road construction in return for stock in the railroad. This report describes first-hand observations of the current state of portions of the remaining visible Drum Point Railroad bed in Davidsonville, Maryland.

The Drum Point Railroad bed cuts through hills and travels southward through Davidsonville. The cuts through hills and other terrain average eight feet in depth and 16 feet in width. Raised portions of the bed average 15 feet in height.

FIRST OBSERVATION

The first observation of the railroad bed begins behind the Gravelly subdivision and continues south to the Tara subdivision. Those areas that were easily distinguishable were on the Lou Carter property (Deed #2242-446) and measured 855 contiguous feet in length. The other areas in this observation section are now leveled and in agriculture.

The bed then continues through the Townsend/Ripley and Sullivan properties to Mt. Airy Road. This portion was not observed since its location was not known until the survey was completed.

SECOND OBSERVATION

Progressing along Mt. Airy Road, through the Hopkins and Covington properties, a berm was observed that had been built up to maintain the road's grade. This section runs west, southwest and crosses a stream bed. We noted a different material was used for this berm. The surrounding soil is a sandy loam and the berm material was clearly a clay and gravel mixture which was probably brought in from another site and packed hard. This portion of the bed was 425 feet in length and approximately 15 feet in height.

THIRD OBSERVATION

This section is located on the Suraci Estate and is built entirely on berms. The first contiguous portion measure 342 feet in length and runs due south. It crosses Davidsonville Run with a ten-foot-diameter, terra cotta culvert. The next part of this observation continues behind the Merrywood subdivision and was measured at 965 feet in length. This section veered to the south, southwest.

The Drum Point Railroad bed continues in a generally southerly direction. No attempt was made to observe this section as it was overgrown and impossible to measure.

FOURTH OBSERVATION

This Davidsonville portion of the bed is located on the Dodon Estate. Aerial photographs of the Estate were shown to the Survey Team by Dodon's owner, Mr. Stuart Pittman, and clearly showed the route and location of the Railroad bed. Horses and riders have been using the bed for many years, so it, unlike the other portions we have observed, was easily traversed and measured. The observation, from a farm road that connected Queen Anne Town and Dodon, measure 507 feet in length, with a cut 21 feet wide, and an average height of 18 to 20 feet. Proceeding south, southeast, the Drum Point Railroad continues to Harwood.

- 9- MAJOR BIOGRAPHICAL REFERENCES
DRUM POINT RAILROAD BED
DEVELOPMENT OF FOXHALL ESTATES
ALFRED J. SURACI DEED 2056-147
ALFRED J. SURACI DEED 2129-252
STEWART L. PITTMAN DEED 4999-610
BOARD OF EDUCATION (SOUTHERN HIGH SCHOOL)
ANNE ARUNDEL COUNTY